STAN-EVAL NOTES
CIVIL AIR PATROL VIRGINIA WING
UNITED STATES AIR FORCE AUXILIARY
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Cadet Orientation Rides and Pilots: Special care must be exercised by pilots conducting cadet O rides. These cannot be conducted like any other CAP flight but must adhere to higher standards and consider special concerns associated with orientation flights. Cadet Orientation Pilots must fly these flights in accordance with either CAPP 52-7 (for CAP Cadets) or the Memorandum of Agreement with the Air Force (for AFROTC cadets). The requirements are very different and vary depending on which flight is being performed. Pilots are strongly urged to review these requirements before any orientation flight. Pilots should be sensitive to turbulence and other factors that may not be a "no fly" item but would risk an air sick cadet or other situation that might give the cadet a bad impression of flight. This includes not flying in what might be acceptable VFR but conditions that make either the Cadet or their parents question our WX judgment. Most of the objectives of each flight can be accomplished in less than the normal hour of hobbs time. Ensure that this flight time does not include any maneuvers or situations that would be outside the guidelines of CAPP 52-7 or the Air Force Memorandum. This is especially important when flying a cadet who has significant flight experience (the parents are pilots or the cadet is a student pilot) where the orientation pilot may think its ok to go outside the syllabus. It's not and don't do it.

Line Up and Wait (aka LUAW) Terminology for pilots and controllers has now changed. Instead of "Position and hold" we now "Line Up and Wait". Old habits die hard and you may hear the old terminology occasionally but the meaning is the same.

From the FAA Safety Website: Approach and Landing Safety Tip Hydroplaning is a condition that can exist when an airplane is landed on a runway surface contaminated with standing water, slush, and/or wet snow. Hydroplaning can have serious adverse effects on ground controllability and braking efficiency and can render an airplane partially or totally uncontrollable anytime during the landing roll. When confronted with the possibility of hydroplaning, it is best to land on a grooved runway (if available). Touchdown speed should be as slow as is consistent with safety. After the nosewheel is lowered to the runway, moderate braking should be applied. If you don't notice deceleration and hydroplaning is suspected, the nose should be raised and use aerodynamic drag to slow to the point that the brakes do become effective.

Braking We often see bald spots on the tires of CAP aircraft due to sloppy or otherwise inappropriate braking technique. This can make an airplane un-airworthy and cost us money. Proper braking should be an area of particular concern for instructor pilots and check pilots. AOPA has an interesting view of this which can be viewed at http://www.aopa.org/members/files/pilot/epilot/ft/2010/100820epilot.html?WT.

Safe Altitude after Takeoff (A. Oliver): Recently I came across an article in the news of a plane crash. One thing of note that stuck out in this example was the line that said "Witnesses reported seeing the Cessna 182 take off about 2:30 p.m. from LeGros Memorial Airport in Acadia Parish (Louisiana). The plane was about 200 feet in the air when it lost power and the

pilot attempted to make it back to the runway, FAA spokesman Lynn Lunsford said". Now we know that witness reports are almost always wrong but it does bring up a valid point. If the statement about being "about 200 feet" was accurate then the pilot's decision to attempt to return to the runway was incorrect.

In my takeoff briefings, I always brief a safe altitude prior to turning away from the departure runway. I use 500 feel AGL. Note too that you must convert that for MSL at the departure end of the runway and say the MSL altitude to yourself or your crew prior to departure so everyone knows what the altimeter will read when you pass 500 feet AGL.

Next time you are up on a proficiency sortie, go out to the practice area and try to execute an emergence return to the field maneuver. Find a straight road or landmark for reference line and set 3000 feet as the floor. Establish takeoff configuration and power and when you're ready, reduce power to idle to simulate a power failure, execute a turn and align yourself with your reference line. When executing this realize too that you are executing a teardrop type turn i.e. greater than 180 degrees, to align yourself with your reference. Note how many feet you lose in the turn.

Know your aircraft and your own limitations! Pilot proficiency and experience should always be considered when planning and executing any operation of an aerospace vehicle.

Refueling C182T aircraft: VAWG recently changed the refueling procedures for C182T aircraft. Because these aircraft have a higher empty weight, tanks should be refilled to no more than 50 gallons unless operational considerations dictate more or less fuel. A calibrated dipstick is provided in each C182T to ensure proper fueling. For most operations, 50 gallons is plenty and allows more flexibility in loading. But it will require extra vigilance by the aircrew as fuel lineman will need to be told exactly how many gallons are to be fueled in each tank. The older C182 aircraft will continue to be refueled to the tabs (64 gallons) unless operational considerations dictate otherwise.

Leesburg Maneuvering Area: The FAA recently noted that there were an increasing number of violations of the Leesburg Maneuvering Area inside of the SFRA. Leesburg enjoys having a simplified procedure that allows pilots to enter and exit the SFRA subject to special requirements without talking to ATC. Unfortunately, that privilege is in jeopardy as there have been many instances where aircraft have "cut the corner" of the maneuvering area. CAP pilots flying in and out of JYO need to be especially careful to comply with these procedures as not only would the pilot receive a violation, but it could mean the end of these special privileges. The requirements for the maneuvering area can be found in NOTAM FDC 0/4965.

LtCol Lander "Infogram": LtCol Lander put out an "infogram" recently to VAWG which is worth repeating and included below:

OPS QUAL Changes: There have been some recent changes in the Operations Qualification Section of eServices website. This note hits some highlights and comes with an invitation for you to check it out.

For pilots, an upgraded capability has been released in OPS QUAL so that now a scanned copy of Flight review documentation can be uploaded for subsequent validation. Previously, only Form 5 and 91, aircraft questionnaires, FAA Certificates, FAA Medicals, Wings seminar documents and Statements of Understanding have all been able to be scanned and uploaded to expedite validations as well as pass any potential audits. NHQ has resolved this and a selection

has been added to the drop down menu for the Flight Review so that a scanned copy this additional item can be uploaded for validation.

It is important that documents to be uploaded are scanned as black and white document only; 300 dpi resolution is preferred and only Adobe .pdf file types are accepted. Upon completion of the check ride, it will be very advantageous for the pilot to then scan and upload all documents pertaining to the check ride that exist in the drop down menus. Then the up-line people who are tasked with validations can have immediate view of the documents. This benefits the members and significantly reduces our member's frustrations with pending validations and the potential to expire in the system although a successful check ride was completed.

When you take a check ride, please be sure and discuss WMIRS and OPS QUAL features and requirements. Use this time to ask questions so you are sure what to do next regarding your electronic records. This is not a graded part of the check ride, but you, and only you, are responsible for your records.

Current Appointees lists: Another question that comes up is where one finds current lists of Flight Release Officers, Check Pilots, O-ride pilots, etc. These lists are maintained real time in the REPORTS section of OPS QUAL. In the case of pilots, the lists contain names that meet both the Appointment and Validation criteria AND are current to fly. To find these lists, log into eServices, select My Operation Qualifications (left menu), then REPORTS (left menu). Use the pull down menu to select the desired report (i.e., CAP Check pilot_ Airplane report). Then, use the pull down to select the unit, which is in the format: MER-VA-xxx. If you want a listing across the VA WING, insert MER-VA-001. The list that you get will be current as of that download time.